

The China Mail.

Established February 1845.

THE HONGKONG CHINESE MAIL
華字華郵
(Hongkong, No. 1, M.C.)
ISSUED
CHAS. W. HAN,
Manager and Publisher
SUBSCRIPTION:
Five Dollars a year, deliverable in Hong
kong. Outports, \$1.00 per annum,
including postage.

OUR JOURNAL DEPARTMENT.
Having been APPRENTICED
TO A HERD with a large as-
sortment of the latest EUROPEAN
and AMERICAN NOVELTIES,
we are prepared to execute
orders for FANCY WORK with
neatness and despatch; and at
very moderate rates.

CHINA MAIL OFFICE.

No. 10,753

號三十月八年七十九百八千一英

HONGKONG, FRIDAY, AUGUST 13, 1897.

日六十月七日四丁

PRICE, \$2.50 PER MONTH.

Business Notices.



422 Sold by LANE, CRAWFORD & CO., G. GIRAUT, at THOMAS'S GRILL ROOM, and all Retail Stores.

LADIES' RECREATION CLUB.

By kind Permission of Colonel GORDON
and Officers of PRINCE OF WALES'
Own (WEST YORKSHIRE REGIMENT),
the BAND will Play at the CLUB TO-
NIGHT, August 13th, at 9 15.

Hongkong, August 13, 1897. 1580

PIANOS FOR NOTHING?

No! But those requiring them
now have them during this month VERY
CHEAP from

W. ROBINSON & Co.

Several good Grandas at the price of
Coffees, or less even. Warned for the
Chinese. 60 NEW PIANOS are on the way,
and our place, Is go to it, is, still, no one
necessity is buyer's opportunity. 1608

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

JANUARY 1st, 1897.

Assets	£45,161,239
EQUITABLE FUND (4% Standard)	36,145,160
Reserves	1,000
Surplus, 4%	£9,016,078
Outstanding Assurance	£190,646,264
New Assurance written 1896	226,673,934

LIFE ASSURANCE is now within every
man's reach at a cost which, in the
result, if no Claims Arises, is either nominal
or, according to the class of policy, yields a
return equal to the best of safe investments.
For full explanation and illustrations
send date of birth to

SHEWAN, TOME'S & CO.,
General Agents,

Hongkong.

Hongkong, August 5, 1897. 1548

JUST UNPACKED.

A Fresh Consignment of best kind of
English and French TIN GOODS
and Provisions from Messrs. CROSSE
and BLACKWELL, and PHILIPPE and
CANAUD.

Also,

COTTON and PAVING COMPANY'S TIN
FRUITS and other PROVISIONS. HUNTER
and PALMER'S best kind of BISCUITS and
MELVIN'S FOOD, &c., &c.

H. RUTONNE,

13-D'Aguilar Street.

CEMENTIGHT.

A PAINT, -non-conductor of Heat or
Cold, impervious to dampness, and
also Fire Proof.

Especially Suitable for the Covering of
Buildings.

A protection against high and low tem-
peratures.

A preserver of all kinds of Timber against
Insects.

An indestructible Paint on Iron, Bricks
and every description of Plaster, Lime or
Cement.

For further particulars, apply to

BARRETTO & Co.,

General Agents.

Hongkong, March 15, 1897. 543

REBS to announce that from this date
he intends to carry on business at the
above address, and that he is prepared to
supply DESIGNS and SPECIFICATIONS
for all classes of ENGINEERING WORK
Reports Specified and Surveys Undertaken.

Hongkong, April 26, 1897. 803

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A Lodge MEETING at the above
ADDRESS, Hall, 2nd Floor, Street of
MONTAGUE, the 1st, 2nd, 3rd, 4th, 5th, 6th
and 7th of every Month, at 8 P.M.

Hongkong, April 26, 1897. 803

THE
HONGKONG HOTEL.
A FIRST CLASS HOTEL IN EVERY RESPECT
GREAT IMPROVEMENTS:
NEW APPOINTMENTS,
REFRIGERATOR,
NEWLY FURNISHED
MUSIC ROOM,
READING & WRITING ROOM,
SMOKING ROOM
MATRON IN ATTENDANCE FOR LADIES.

DEVONSHIRE CIDER.

A small Consignment on P. & O. s. Shanghai
of Bentall, Lloyd & Co.'s famous Cider, bottled at
Tobies.

Galdbeck, Macgregor & Co.,
Wine and Spirit Merchants.

ASK FOR FERGUSON'S
P. & O.
SPECIAL LIQUEUR, 10 YEARS OLD
HIGHLAND WHISKY.
FERGUSON'S
SPECIAL CREAM
BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland ;
devoid absolutely of all deleterious matter.

THE CRÈME DE LACRÈME OF

WHISKIES.

PURE AND MILD.

Sole Importer,

SITUATION WANTED.

1. TYPEWRITER and OFFICE ASSISTANT (Chinese) seeks a position. Apply to 'A. B.' C. Office of THIS PAPER, 21 Queen's Road, Praya Central, 1597.

SCHOOL DUTIES will be rendered on
MONDAY, the 16th instant.
For Terms for Boarder or Day Scholars
apply to THE HEADMASTER.

Hongkong, August 11, 1897. 1598

FOR SALE.

J. & G. STODART'S
FINE, OLD
WEST OF SCOTLAND

Whisky.

Dodwell, Carlill & Co.,
Praya Central.
Hongkong, March 23, 1897. 693

CHAR. J. GAUPP & CO.
Opticians, Watch & Clock Makers,
Jewellers, Glass & Silversmiths,
Importers & Exporters of
NAUTICAL SCIENTIFIC AND
MEDICAL INSTRUMENTS.

REGINA V. PITMAN,
containing the whole of the Proceedings at
the Police Court, full report of the trial in
Oriental Sessions, with selected Corre-
spondence and comments of the Press.

To which is now added a Report of the

CASE OF

PITMAN V. KIRKWOOD

REGINA V. KIRK

Auctions.

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction,
(For Sundry Accounts)

on

SATURDAY,

the 14th August, 1897, commencing at 2.30 p.m., at his Salero Rooms, Zetland Street, No. 2.—

A QUANTITY OF
HOUSEHOLD FURNITURE,
BOOKS, ETC., ETC.

Comprising:—

WARDROBES, JACK BRISTOL, WHATNOTS, CENTER TABLES, SIDE-BORDERS, ICE CHESTS, CLOSET OF DRAWERS, SIDETABLES, CLOSES, WASHING STANDS, GLASSWARE, PLATED WARE, CHOCOKEY, ETC., ETC.

A QUANTITY OF CANTON BLACKWOOD CARVED FURNITURE.

Also,

TELESCOPE, 1 SEXTANT, and a QUANTITY of Old CHINESE COINS, a NUMBER of VALUABLE BOOKS comprising Dr. Eitel's CHINESE DICTIONARY, WEBSTER'S DICTIONARY Printed on fine Paper, profusely Illustrated, English and French Novels, CHINESE CLASSICAL BOOKS, ETC., ETC., ETC.

On view at the undermentioned.

Catalogues issued prior to Sale.

TERMS OF SALE:—As Customary.

PAUL BREWITT,
Auctioneer.

Hongkong, August 11, 1897. 1500

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY'S
STEAMER BOMBAY.

FROM BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where such consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From PERSIAN GULF, ex s.s. *Kilwa*, From MADRAS, ex s.s. *Serum*.
Goods not cleared by the 18th Instant, at 4 p.m., will be subject to rate.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, August 12, 1897. 1507

NORTHERN PACIFIC STEAMSHIP
COMPANY.

STEAMSHIP TACOMA,
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and take immediate delivery of their Goods from alongside.

Cargo impacting the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & CO.,
Agents.

Hongkong, August 7, 1897. 1563

S I E N T I N G,
Surgeon General,
No. 10, D'AQUILA STREET,
TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 6, 1897. 628

To-day's Advertisements.

STEAMSHIP LAOS.

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. *Bagdad* and *Gudangkuir*, from Havre ex S.S. *Hedged*, from Bordeaux, ex S.S. *Verbeekenois* and *Ville de Cete*, in connection with above Steamer, are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the HONGKONG and KOWLOON WHARF AND GODOWN COMPANY, LIMITED, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before 5 p.m., To-day (Friday), requesting it to be landed here.

Bill of Lading will be countersigned by the Underwriter.

Cargo remaining unclaimed after Friday the 27th Instant, will be subject to rent and landing charges.

All Claims must be sent in to me on or before FRIDAY, the 27th Instant, or they will not be recognized.

All Damaged Packages will be examined on MONDAY, the 23rd Instant, at 4 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, August 13, 1897. 1615

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

The Co.'s Steamship

Kingfisher.

Captain HOPKINS, will be despatched as above on MONDAY, the 13th August, at 3 p.m.

For Freight or Passage, apply to

To-day's Advertisements.

THEATRE DU ROYAL

Lessons.....MESSRS. POLLARD.

POLLARD'S LILLIPUTIAN
OPERA COMPANY.

POSITIVELY
LAST 3 NIGHTS.

FRIDAY AND SATURDAY,

August 13th and 14th.

E THE MIKADO

LAST APPEARANCE.

MONDAY, August 16th.

Keep your Eyes on your Father.

Keep your Eyes on your Father.

(finbach's Masterpiece).

L The Prince of Trebizond.

Last Trains will leave for the Peak 15 minutes after each Performance.

C. A. POLLARD, Manager.

Hongkong, August 13, 1897. 1609

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

The Co.'s Steamship

Lace.

Captain PLAININ, will be despatched for the above Ports TO-MORROW, the 14th Instant, at 10 a.m.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, August 13, 1897. 1576

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo at through ports for NINGPO, CHEFOO, NEW-

CHUWANG, TIENSIN, HANKOW,
and Ports on the YANGTZE).

The Co.'s Steamship

Petrolia.

Captain DICKENS, will be despatched as above, to the 20th Instant, at Noon.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 13, 1897. 1605

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SWATOW, CHIENG & TIENSIN.

The Co.'s Steamship

Lokang.

Captain LEAHAN, will be despatched as above on MONDAY, the 13th August, at 4 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
Agents.

Hongkong, August 13, 1897. 1610

Douglas Steamship Company,
LIMITED.

FOR SWATOW, AMOY & FOOCHEW.

The Co.'s Steamship

Haitan.

Captain ROACH, will be despatched for the above Ports on TUESDAY, the 17th Instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LA PRAIRY & CO.,
General Managers.

Hongkong, August 13, 1897. 1614

AUSTRIAN LLOYD'S STEAM
NAVIGATION COMPANY'S
(UNDER MAIN CONTRACT WITH THE
AUSTRIAN GOVERNMENT.)

FOR YOKOHAMA (DIRECT).

The Co.'s Steamship

Melpomen.

Captain E. MEDDEZ, will leave for the above Place on FRIDAY, the 20th Instant.

For Freight or Passage, apply to

SANDER & CO.,
Agents.

Hongkong, August 13, 1897. 1613

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship KAISAR-I-HIND,

Captain S. BABCHAK, carrying Her

Majesty's Mail, will be despatched from this for BOMBAY, &c., on THURSDAY,

the 26th August, at Noon, taking Passengers and Cargo for the above Ports.

This Steamer connects at Bombay with the Steamship INDIA, leaving that Port on the 18th September, for LONDON direct.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay.

Parcel will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent.

H. O. S. N. Co.'s Office.

Hongkong, August 13, 1897. 1611

FOR VLADIVOSTOCK.

The Steamship

Ohio.

Captain PADDOCK, will be despatched as above on MONDAY, the 13th August, at 3 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 13, 1897. 1611

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

The Co.'s Steamship

Kingfisher.

Captain HOPKINS, will be despatched as above on MONDAY, the 13th August, at 3 p.m.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, August 13, 1897. 1615

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No Fire Insurance has been effected.

G. DE CHAMPEAUX,

THE CHINA MAIL.

LOCAL AND GENERAL

STEAMERS PASSED SUEZ CANAL
(ROUTE THROUGH BEIJING)

OUTWARD BOUND.—*Hartford Hall*, July 2; *St. Giles*, *Middleham Castle*, 6; *Lombard*, 13; *Olenborg*, *Maria Rickmers*, 20; *Eduardo*, *León*, July 23; *Lochay*, *St. Ninian*, 27; *Dardanus*, *Laurd Branch*, *Bengal*, 30; *Gisela*, *Horla*, *Prinz Heinrich*, August 3; *Dorothea Rickmers*, *Ellen Rickmers*, *Eduard Branch*, *Finstern*, *Furness*, 6; *MacLuif*, *Pyrus*, *Nunatta*, *Yarra*, *Glauco*, *St. Jerome*, 10.

HOMEWARD BOUND.—*Velma*, 2; *Socorro*, 6; *Sunda*, 13; *Sikh*, *St. Andrews*, July 23; *Hyson*, *Ulysses*, *Wally*, 23; *Elizabeth Rickmers*, *Aladdin*, 30; *Caledonia*, *Theba*, August 3; *Endeavour*, *Formosa*, 6.

VESSELS PASSED ANJER.

OUTWARD.—June 16.—British barque *Heathbank* for Hongkong, from New York Feb. 20. June 23.—British 4-masted barque *Bundamirra* for Nagasaki, from Delaware Bay March 14. June 29.—German ship *Perle* for Hakodate, from Barry Dock March 23. June 29.—American ship *Wm. H. Comer* for Manila from New York March 1. June 29.—American ship *Comte L. H. Alten* for Yokohama, from New York March 15. June 29.—American ship *Edelstahlmeuse* for Shanghai, from New York March 17. June 29.—British 4-masted barque *Falls of Arja*, 4-m., from New York April 20. July 29.—Norwegian barque *Colombus* for Bangkok, from Delage Bay May 28. July 2.—British ship *Wm. Tully* for Nagasaki, from Philadelphia March 21. July 3.—British ship *Lord Wodehouse* for Yokohama, from Penang Feb. 23. July 5.—British barque *Between* for Hingoo, from Philadelphia March 24. July 9.—German ship *Rickmers* for Singapore, from Cardiff April 2. July 12.—German ship *Kaiser* for Singapore, from Newcastle, N.S.W., May 20.

HOMEWARD.—June 24.—Italian barque *Maria Avenue* for Liverpool, from Singapore May 19. June 26.—British barque *Eugenie* for Boston, from Cabo April 15. July 12.—British ship *Sir Sierra* for Falmouth, from Saigon June 2. July 13.—British barque *Cambodian* for New York, from Singapore. July 14.—Hawaiian barque *Foolish Soty* for New York, from Manila May 25.

Mails.

The O. & Co.'s. s. *Doric*, with mails &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on 27th July. The C. P. R. Co.'s. s. *Empress of India* left Vancouver for Yokohama, on Monday afternoon the 2nd August. The P. M. Co.'s. s. *China*, with mails &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai, on 5th Aug.

Steamers Expected.

The N. K. s. *Osvaldo* left Kobe for this port, via Nagasaki, on the afternoon of the 10th Aug., and is expected to arrive here on the 17th Aug. The C. N. Co.'s. s. *Taiyuan*, from Australian Ports, left Port Darwin on the 10th August, and may be expected to arrive here or about the 18th Aug. The P. & O. Co.'s. s. *Centaur* left Singapore for this port on the 11th Aug. at 1 p.m.

The N. K. s. *Glenayre*, from Middlesex, London and Straits, left Singapore for this port on the evening of 11th Aug. The N. P. Co.'s. s. *Victoria* arrived at Yokohama from Tacoma on the 10th Aug.

Latest Advice.

The C. P. R. Co.'s. s. *Empress of China* from Hongkong arrived at Amoy at 9 a.m. on the 12th Aug., and left again at 6 p.m. on same day for Shanghai. The C. P. R. Co.'s. chartered str. *Hugh* leaves Shanghai at 10 a.m. on the morning of 13th Aug., and is due in Hongkong on the morning of 17th Aug.

The N. G. I. s. s. *Letitia* left Bombay for this port on the 9th Aug., and is due here on or about the 26th Aug.

The delivery of the French Mail was begun at 4.10 p.m.

The steamer *Tekoa*, which arrived to-day, from Liverpool, off the island of Santorin, lost her boatswain, G. Bell by name. Bad weather prevailed at the time, and he was missed. It is supposed that he was washed overboard.

The sailing ship *Aber Coban*, which arrived to-day from New York with a cargo of case oil, reports that on June 19, in Lat. 41° S., Long. 02° E. a heavy gale was experienced. A heavy sea shipped over the stern washed away the whale-house, and Captain A. Nichols had both legs broken and received other injuries from which he died about ten hours afterwards. The mate and second mate and two seamen received injuries, but not of a serious nature. The mate, Captain Park, brought the vessel to Hongkong.

At the Supreme Court, in Summary Jurisdiction, to-day, His Honour A. G. Wise, Justice Judge delivered judgment in the suit Messrs Johnson, Stokes and Master v. Messrs Grossmann and Co., in which the plaintiffs claimed \$633.50 for fees for work done and money expended as solicitors for the defendants, for which signed detailed bills were delivered to the defendants on 10th March. Mr. B. L. Denys appeared for the plaintiffs, Mr. J. F. Reeds represented the defendants. His Excellency gave judgment for the plaintiffs for the full amount claimed, including \$34. amount paid into Court, and costs.

VERDICT AT THE DOCS.—At London City of Rio, Hand, Skell, Taiyuan, Aberdeen.—(None).

Cosmopolitan.—West York, Tacoma.

Parent Muschoco, Violins (one hundred) Mandolins, and Strings of all kinds. Robinson & Co.

We may remind owners that entries for the next Gymkhana close to-morrow at 2 p.m.

On the 27th July, in the parish of Tondo, Manila, two native women named Telesfora Concepcion and Estefania Magtira died at the respective ages of 105 and 112 years.

We note that the Chinese Biographical Dictionary, upon which Dr Herbert A. Giles has been engaged for some time past, has got as far as *Fascicule I*. The book will contain about 2,000 separate articles.

THE BAND OF THE WEST YORKSHIRE REGIMENT will play the following programme at the Officers' Mess on Sunday evening, 15th August:—

March Hongkong..... "Tunel"..... Review.
2-Overture..... "Pest"..... Post.
K-Antarctic..... "O Heir in the Mountains".
4-andante con moto..... "The Unshaken"..... Schubert.
5-Andante con moto..... "Symphony"..... Schubert.
6-God save the Queen..... Wm. G. Bentley, A.R.C.M., Bandmaster.

The Messengers Maritimes new steamer *Leas* made a pretty show this afternoon as she steamed into the harbour. She is a smart looking craft somewhat resembling the model adopted for the other steamers of the Company, but is of much larger dimensions, and is painted white. She was dying an exceptionally large tricolour, as if she were justly proud of the record established between Saigon and Hongkong of 65 hours. The *Leas* carries the French mail of 16th July. On her trial trip she steamed 10 knots an hour. The vessel is 466 feet in length with a width of 61 feet. Her engines are 7,200 horse power, and she is fitted with twin screws. Her gross tonnage is 6000. The arrangement of saloons and cabins is similar to the *Ernest*, the first class saloon being placed amidships on deck and the music room and first class smoking room on upper deck.

My arrangements were perfectly carried out in each detail, and the service given of the highest class. No delays occurred at any point, arriving on schedule time. I was accompanied through by Mr Goddog, of the Southern Pacific Company, and a representative of each railway, met me and completed each detail.

I have no hesitation in recommending the *Leas* to the Overland Route to my people, knowing they will receive the very best treatment.—Yours truly,

(Signed) WU TING FANG.

By special request, the Lilliputians produced Audran's comic opera, 'La Mascotte,' at the Theatre last night, before a good house. This delightful opera appears to be a favourite with the children themselves, as well as with Hongkongites, as was evidenced by the smiling faces of the little artists. The enchanting music was sung with fine spirit, and some pretty groupings of the chorus and principals were very effective. It is unnecessary to particularise as everyone contributed a full share to the success of the opera. Alf. Goulding and Willie Stewart created considerable amusement by their adaptation of some local lingo to the libretto. Encores were frequent, and bouquets, boxes of sweets, and other presents were lavishly bestowed on the little ones. To-night the Company appear in their latest and most pronounced success 'The Mikado,' and we would advise those who have not seen the children in this opera to pay a visit to the Theatre either to-night or to-morrow night, as we can guarantee a splendid treat.

The *Singapore Free Press* states:—The question of Captain r. Chinchey is a long-standing problem, which is continually cropping up in local Marine Courts of Enquiry whenever doubts are raised as to the proper stowage of cargo in Chinese-owned boats. Theoretically, of course, the Captain is responsible, a view which Chinese owners never fail to take in Court in the event of an accident to any of their vessels, but it is nevertheless generally recognised that Captains in so far as they seek to exercise any effective control over their supercargoes must sooner or later reckon with the owners. Without particularising, several recent enquiries will at once be brought to mind, but another instance which serves to emphasize the evils of the system occurred only yesterday. The S. C. Cheung Hoek Kion, Captain Middle, in the ordinary course should have left Penang yesterday, but before leaving, Mr Foster, the mate, reported that the ship was not properly trimmed and that the Chinchew and stavedores refused to obey his orders. The Captain himself considered the vessel unsatisfactory, and he decided to try and convince the Chinchew and stavedores if possible, to make the vessel seaworthy. After leaving the roads about noon the vessel had only reached New Harbour when the Captain decided that the attempt to proceed would be fraught with danger, and he turned back at once, anchoring in the Roads again about 1.15, and refusing to proceed until the cargo was properly stowed. It may be mentioned that the Captain entered in his log that the vessel was unsatisfactory, and that the log was signed by the Mate, Mr Foster, and by the Chief Engineer, Mr Sang.

THE HONGKONG HOTEL CO., LIMITED.

The following is the report of the directors to be presented at the ordinary meeting of shareholders, to be held at the Company's Hotel, at noon on Saturday, 21st August:—

In accordance with section 33 of the Articles of Association, the directors have now the pleasure to submit to the shareholders their half-yearly report for the six months ending 30th June, 1897.

ACCOUNTS.

The profit on working account for the half-year amounted to \$18,642.39, as compared with \$55,489.24 for the corresponding six months of 1896, being an increase of \$13,154.87, or \$29,433.34 over the net profits on the working account for the same period of 1895.

Including a balance of \$447.38 brought forward from 31st December, 1896, the profit and loss account shows a credit balance of \$21,704.70 (after transferring from \$6,00) to credit of repairs and renewals account, and writing off of \$37,863 on account of bad debts and refunds) as compared with \$29,024.45 as credit of the account on the 30th June, 1896, and \$26,608.39 at credit on 30th June, 1895.

The account thus proposed, with your sanction, to deal with the balance of \$31,791.70 as follows:—

To pay a dividend of 3 per cent. To the half-year, absorbing... \$13,318.50 To write off from value of furniture and fixtures 5,000.00 To carry forward to new account 13,473.20

\$31,791.70

The Directors think it prudent to carry forward the above substantial sum of \$13,473.20 in view of the fact that the profits of the latter half of the year have in past years invariably fallen short of the profits for the six months ending 30th June.

Business.—The increase in the profits for the past half-year has been mainly due to the improvements effected in the department and the acquisition of the refrigerator, which has proved a most successful operation for the past four months. The improvement, however, still falls far short of what may be hoped for when Pedder's Wharf is reconstructed and the landing stage, so far diverted, is again brought back into its accustomed channel.

Directors.—Messrs R. C. Wilcox and W. W. Moore, by resolution, but after some debate, voted, but after some debate, for the re-election.

Trusts.—There is a story of a Scottish minister who, one evening, in one of his congregations asleep, brought him up with a pause, and then, holding out a finger said solemnly, "There'll be no sleeping in hell, John"; to which the elder replied, "Ay, sir, but it'll be for the lack of minister."

Macmillan, 19th August 1897.

THREATENING THE CAPTAIN SUPERINTENDENT OF POLICE.

At the Magistracy to-day, before Mr H. E. Woodhouse, An Young Wah, hawker, who was arrested last night by a Chinese detective in the Old Victoria Hotel, was charged that he unlawfully did conspire, with other persons not in custody, feloniously to send to one, Francis Henry May, a certain letter directed to the said Francis Henry May, by the description of Head of Police, demanding money from the said Francis Henry May with menaces, and without any reasonable or probable cause, then at that time well knowing the contents of the said letter, on 11th inst., at Victoria in this Colony.

George Kemp, Inspector of Police, asked for a remand for a week.

Francis Henry May, Captain Superintendent of Police, said:—On 11th August at 9 a.m., I went into my office at the Central Police Station, and found an envelope (produced) lying on the table. It is a Chinese envelope with Chinese writing on it. It was addressed to the 'Head of the Green Cloth,' which is the ordinary slang term for the Head of Police. It came through the Post, and has a Hongkong five-cent stamp on it. It has two Post Office stamps bearing the date of 10th August. There is nothing on the envelope to show from whom or where it came. I opened it. It contained three Chinese documents which I produce.

The Minister of War, Senor Sagasta will take charge of the Government. The documents are of a threatening nature and are stamped with the names of three different people. I charge the defendant with conspiring with others not in custody to write these three documents. Prisoner pleaded not guilty.

The case was adjourned till 20th August, at ten o'clock.

THE LIGHT DUES COMMISSION.

The following letter has been handed to us for publication. Mr Herbert Smith and Mr John Thurnburn, the commercial members of the Commission, have resigned; and the letter printed below contains Mr Smith's reasons for his action:—

Hongkong, 12th August, 1897.

Sir,—I have the honour to state for the information of His Excellency the Governor, that I have, from the 7th inst., withdrawn from the Commission appointed, under date of the 5th June last, to enquire generally into the charges levied by the Government on shipping frequenting the waters of the colony and the revenue of the Colony incurred by the Government in the interests of shipping.

My reasons for so writing have been fully stated to the Chairman and members of the Commission, and are very fully recorded in the minutes of the proceedings, but as the discussion was rather protracted and ranged over a variety of topics, I think it will be necessary to repeat them, so as to give the reader a clear idea of the main points of my argument.

The enquiry originated in a desire to ascertain the cause of the heavy tax on shipping.

The enquiry originated out of a demand by the shipping interest that Light-Dues on shipping should be limited to the actual cost of the maintenance and upkeep of Light-Houses, and I should not be levied in aid of the general revenue of the Colony.

His Excellency, in his despatch to the Secretary of State, states that continuous combats are still taking place between the rebels and the Spanish troops in the Provinces of Batangas, Balacan, and Panganga.

In the important town of San Rafael (Balacan) the Spanish Garrison has been besieged some days, and heavy fighting has taken place between the rebels and the forces sent in relief, resulting according to the rebels in a loss of 133 killed, and more than 200 wounded.

The Spaniards having lost 7 killed and 31 wounded, but it would appear that San Rafael is still besieged.

From private advice we learn that a Spanish Column of 800 men, under General Iturbide, operating in Batangas Province, were repelled by the rebels, and compelled to retreat to Batangas.

Rumours of severe fighting in Panganga province were also current in Manila, but nothing definite could be learned, the news papers having ceased to publish anything but victories.

The official report is fighting at San Rafael that the rebels were commanded by Emilio Aguinaldo in person;

Emilio Aguinaldo in person; he is reported to have been captured by the rebels, and is now in hiding.

The rebels are said to be destroyed in

the extreme of heat and discomfort of voyaging.

Why not meet him here with a comprehensive display of everything which seems likely to suit the Oriental demand? This is the kernel of Mr Barrett's scheme.

He would have a permanent exposition in this city with a bureau of statistics and information, by means of which the trade organizations and buyers of Asia and the South Seas could be reached.

In that way, as he believes, and as the success of the Philadelphia experiment would seem to attest, roads could be made upon Europe's most profitable trade and San Francisco raised in commercial importance to a place equal to Singapore or Hongkong.

Mr Barrett has laid his proposition before the State Department, where it is to be hoped it will have the consideration which its great importance merits.

THE GOODWOOD STAKES.

In the race for the Goodwood Stakes the result was as follows:—

Glitter 1

Elusive 2

Glory 3

THE GOODWOOD CUP.

The race for the Goodwood Cup resulted as follows:—

Count Schomberg 1

Labrador 2

Odyssey 3

GREAT BRITAIN OCCUPIES AN ISLAND

IN THE PACIFIC.

THE CHINA MAIL.

FRIDAY, AUGUST 13, 1897.

NOTICES TO CONSIGNEES.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID, SUEZ, JEDDAH, SUAKIM, MASSAWAH, HODEDDA, ADEN, OUBRAOUEH, BOMBAY, PENANG & SINGAPORE.

THE Steamship *Mediterranea*, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF and GODOWN CO., LTD., whence delivery may be effected.

This Vessel brings on Cargo:-

From TRIESTE, ex s.s. *Anthonie*, transhipped at ROMIA, From VENICE, ex s.s. *Jesu*, transhipped at TRIESTE.

Optional Cargo will go on to SHANGHAI unless notice to the contrary be given before NOON, To-morrow.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Underwriters before NOON on the 15th INSTANT, OR THEY WILL NOT BE RECOGNIZED.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th Instant will be subject to rent.

Bills of Lading will be countersigned by Sander & Co., Agents.

Hongkong, August 11, 1897. 1591

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER ROSETTA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWN COMPANY's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:-

From LONDON, &c., ex s.s. *Parma*. From AUSTRALIA, ex s.s. *China*. From CALCUTTA, ex s.s. *Manila*. From PERNAMBUCO, ex s.s. *King Arthur* and *Arabia*.

Goods not cleared by the 14th August, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in this case whatever the cause.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, August 9, 1897. 1578

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER SHANGHAI.

FROM LONDON, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWN COMPANY's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:-

From ITALY, ex s.s. *Sutlej*. From MADRAS, ex s.s. *Scudra*.

Optional Goods will be landed here unless instructions are given to the contrary before P.D. TO DAY.

Goods not cleared by the 12th Instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, August 7, 1897. 1566

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the HONGKONG and KOWLOON WHARF and GODOWN COMPANY, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undesignated underwriter before NOON, the 17th August, at 3 p.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 17th August will be subject to rent.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, August 10, 1897. 1585

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